

# Federal Railroad Administration

WisDOT I.D. 0410-40-40/0499-10-39

## MILWAUKEE – MADISON PASSENGER RAIL CORRIDOR STUDY From Amtrak Station in Milwaukee, Wisconsin to Dane County Regional Airport/Monona Terrace in Madison, Wisconsin FINDING OF NO SIGNIFICANT IMPACT

Submitted pursuant to 42 U.S.C. 4332 (2)(c)

By the

U.S. Department of Transportation  
Federal Railroad Administration  
Wisconsin Department of Transportation  
and  
National Railroad Passenger Corporation

### Cooperating Agency:

U.S. Army Corps of Engineers, St. Paul District  
(Pursuant to 33 CFR 230)

AUG 13 2004

Date of Approval

June 21, 2004  
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for Federal Railroad Administration

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for Wisconsin Bureau of Equity &  
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The Wisconsin Department of Transportation and the National Railroad Passenger Corporation (Amtrak), are proposing to re-introduce passenger rail service between Milwaukee and Madison, Wisconsin. The project would upgrade the existing 85-mile (136-kilometer) Canadian Pacific Railway and Wisconsin and Southern Railroad route from Milwaukee to Madison providing travel options and linkages to other modes of travel currently unavailable to those unable to drive. Using existing rail corridor would avoid and minimize new effects to the environment. Passenger rail service proposed would initially start with six round trips per day, pending availability of funding, ultimately increasing to ten round trips should service be extended to Minneapolis/St. Paul. Intermediate stops are proposed at the cities of Brookfield, Oconomowoc, and Watertown, Wisconsin. Maximum operating speed in the corridor would be 110 mph (180 kph). Project implementation is contingent upon federal funding. Limited federal funding currently exists to supplement project elements, but no comprehensive program is available to fund entire implementation of the project. Important issues identified by the public, review agencies and the railroads include impacts from grade crossing closures, safety, noise, vibration, property values, aesthetics, neighborhood cohesion, wildlife crossings and efficient rail operations. This finding of no significant impact is based on resolving issues discussed during public participation, coordination with federal, state, and local agencies and working with the railroads. The environmental assessment has been independently evaluated and adequately and accurately discusses environmental issues and effects of the proposed project. The environmental assessment analysis supports the finding of no significant environmental impact and meets the requirements of the National Environmental Policy Act and the Wisconsin Environmental Policy Act.